



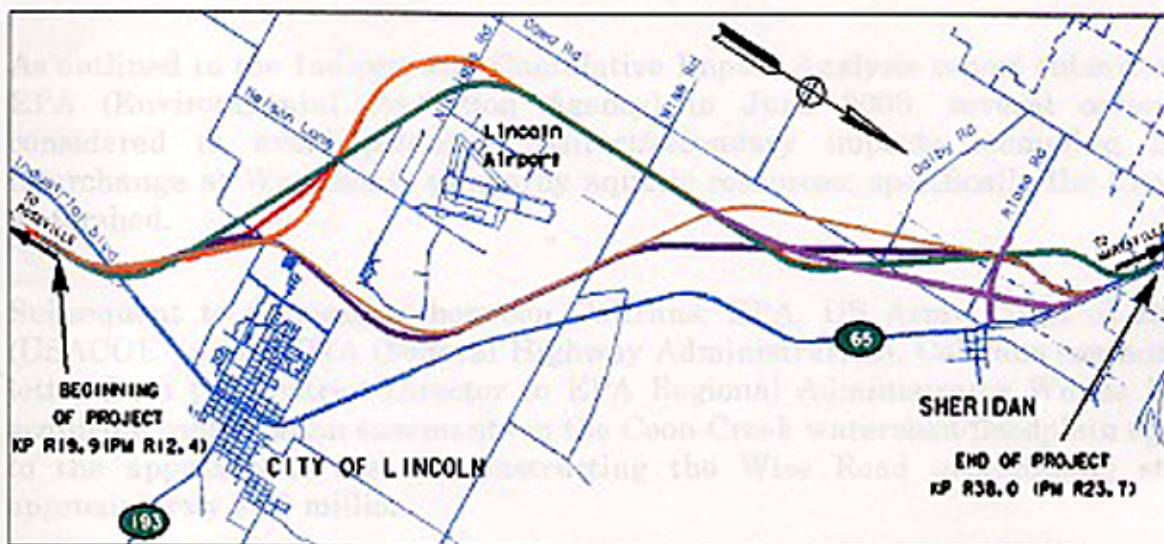
03 - PLA - 65, KP R19.9/R38.0

(PM R12.4/23.7)

03-264 - 333800

HE-14

PREFERRED ALTERNATIVE APPROVAL REPORT



IN PLACER COUNTY ON STATE ROUTE 65 NEAR THE CITY OF
LINCOLN

FROM 0.70 KM (0.43 MILE) SOUTH OF INDUSTRIAL BOULEVARD
TO 0.15 KM (0.09 MILE) SOUTH OF BEAR RIVER

APPROVAL RECOMMENDED:

Dapo Okupe

DAPO OKUPE, PROJECT MANAGER

APPROVED:

Jody E. Lonergan

JODY E. LONERGAN, DISTRICT DIRECTOR

8/13/03

DATE

Introduction

The purpose of this report is to request approval of the preferred alternative alignment for the Lincoln Bypass project. The Lincoln Bypass project will bypass the City of Lincoln, reduce traffic congestion and accident rates on the segment of the existing State Route 65 near the City of Lincoln, and provide a regional traffic solution that accommodates year 2025 projected traffic volumes.

The DEIR/EIS (Draft Environmental Impact Report/Environmental Impact Statement) was circulated for public review and comments from November 22, 2001 to January 15, 2002. The Draft Project Report was approved on November 5, 2002.

As outlined in the Indirect and Cumulative Impact Analysis report submitted to the EPA (Environmental Protection Agency) in June 2003, several options were considered to avoid potential indirect/secondary impacts stemming from an interchange at Wise Road, to nearby aquatic resources; specifically the Coon Creek watershed.

Subsequent to discussions between Caltrans, EPA, US Army Corps of Engineers (USACOE), and FHWA (Federal Highway Administration), Caltrans committed in a letter from the District Director to EPA Regional Administrator Wayne Nastri to acquiring conservation easements in the Coon Creek watershed/floodplain equivalent to the approximate cost of constructing the Wise Road overcrossing structure, approximately \$3.9 million.

On July 9, 2003 and August 8, 2003 the EPA and US-ACOE respectively concurred that, under the National Environmental Policy Act/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU), the D 13 North Modified alternative with Conservation Easements is the Least Environmentally Damaging and Practicable Alternative (LEDPA) for the Lincoln Bypass project.

Six viable alternatives were considered including the “No Build” alternative. Although these alternatives traverse different corridors, they all cross Ingram Slough, Auburn Ravine, Markham Ravine, Coon Creek, Yankee Slough and Big Yankee Slough. All alternatives were developed to a comparative level of detail and their relative merits were evaluated. Based on engineering analysis and environmental studies (including Indirect and Cumulative Impact analysis), the D13 North Modified alternative with Conservation Easements is the Preferred Alternative.

The ultimate project scope for the D 13 North modified alternative includes a four-lane freeway with interchanges at Industrial Avenue, Nelson Lane, Wise Road and Riosa Road, overcrossing at Nicolaus Road, and undercrossings at Ferrari Ranch Road and Dowd Road. The features for the D 13 North Modified alternative are illustrated on Attachment 1.

Summary of engineering reasons for the preferred alternative

All the alternatives considered were designed to meet current Caltrans Highway Design Manual standards, so the preferred alternative was driven primarily by environmental and

right of way constraints. However, of the D13 alternatives, the D13 North Modified has the lowest construction capital cost.

Summary of the environmental reasons for the preferred alternative

The summary of impacts to key environmental resources for each of the alternatives is shown in Table 1.

Table 1: Impact to key resources

	AAC2 Alternative	A5C1 Alternative	D1 Alternative	D13 Alternative	D13 South Modification Alternative	D13 North Modification Alternative
Jurisdictional Waters ¹	6.23 ha (15.4 acres)	7.85 ha (19.4 acres)	5.30 ha (13.1 acres)	4.73 ha (11.7 acres)	5.91 ha (14.6 acres)	5.50 ha (13.6 acres)
Vernal Pools and Swales	3.80 ha (9.4 acres)	4.65 ha (11.5 acres)	2.43 ha (6.0 acres)	2.14 ha (5.3 acres)	3.28 ha (8.1 acres)	2.23 ha (5.5 acres)
Riparian and Oak Habitats	11.21 ha (27.7 acres)	8.17 ha (20.2 acres)	1.54 ha (3.8 acres)	4.45 ha (11.0 acres)	1.17 ha (2.9 acres)	4.45 ha (11.0 acres)
Socioeconomic	469 residences	461 residences	20 residences	10 residences	10 residences	18 residences

¹ Includes areas meeting Corps criteria as wetlands and non-wetland waters of the U.S.

Based on engineering and environmental analyses, the D 13 North Modified alignment is the preferred project alternative.

Evaluation of major comments related to project alternatives

Caltrans has conducted extensive public outreach throughout the project approval and environmental document (PA&ED) phase of the Lincoln Bypass project. Three newsletters were sent out to the residents of Lincoln in April 1990, March 1991 and March 1993. Listed in the table below are the public meetings that were held for the project.

When	Where	What
November 24, 1987	Caltrans District Office, Marysville	Informational meeting with the City, Caltrans, property owners, developers
November 16, 1989	Lincoln City Hall	Lincoln City Council Meeting
May 1, 1990	McBean Park Pavilion, Lincoln	Public Drop in Workshop
April 18, 1991	McBean Park Pavilion, Lincoln	Public Drop in Workshop
September 22, 1999	McBean Park Pavilion, Lincoln	Public Drop in Workshop
January 12, 2000.	Sheridan	Sheridan Municipal Council Meeting
December 18, 2001	McBean Park Pavilion, Lincoln	Public Hearing/Open House

There is great public support for the D corridor alternatives. In 2002, the Placer County Transportation Planning Agency (PCTPA), Placer County, and the City of Lincoln adopted resolutions in support of the D 13 North Modified alternative.

Discussion on construction cost and right of way cost for the preferred alternative and comparison with the programmed cost.

A focussed management team with representatives from Caltrans, PCTPA, Placer County, and the City of Lincoln was established in January 2003 to address the projected shortfall in programmed funds. The team developed multiple strategies on project refinement and phasing and identified additional funding sources. The team ensured that refined scope meets the need and purpose of the project. The current total estimate for right of way and construction capital costs is \$175.5 million. Provision of additional funds and in-kind contributions as required to fully fund the project have been agreed to by PCTPA, Placer County and the City of Lincoln.

As part of the LEDPA approval by EPA, \$3.9 million of Conservation Easements are required for mitigating indirect and cumulative project impacts on the Coon Creek watershed. The team is developing strategies to fund this mitigation cost. The strategies will be finalized prior to project approval and Final Environmental Document completion (PA&ED).

Recommendation

The Project Development Team met to consider these findings and recommends that the D 13 North Modified alternative with Conservation Easements be approved as the preferred project alternative.

Attachments:

D 13 North Modified alternative.